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INTRODUCTION OF NEW SUBURBAN TRAIN SCHEDULES; PROGRESS OF SOVIET RAILROAD CONSTRUCTION

NEW SCHEDULES FOR SUBURBAN TRAINS COMING INTO MOSCOW -- Moscow, Gudok, 1 Sep 53

Beginning 1 September 1953, institutions and organizations of union and republic level located in Moscow will begin the workday at 0900 hours and finish at 1800 hours with a one-hour lunch period. The workday for institutions and organizations of local level will begin at 1000 hours and will conclude at 1900 hours with one hour for lunch.

This change has presented great problems for the railroad workers to solve. In order that the suburbanites may arrive at work on time and leave the city for home without delay, a new suburban railroad traffic graph has been provided.

For transporting the growing number of passengers in the Moscow area, an additional 30 steam and electric trains have been assigned to the suburban routes. Of this number, an additional 19 trains will arrive in Moscow in the morning from 0800 to 1000 hours.

Additional trains will be operated on all rail routes leading to Moscow on which formerly trains ran at 4-minute intervals, for example, on the Northern Railroad System. Trains from Zagorsk, Pushkino, and Mytishchi will now arrive at the Moskva-Yaroslavskaya Station every $3\frac{1}{2}$ minutes. On three additional trains on this system, nearly 4,000 suburbanites will be transported to Moscow in the morning hours.

On the Moscow-Kursk-Donbass Railroad System, five additional trains will arrive in Moscow from Podol'sk and Serpukhov in the morning hours. Three of these trains will arrive between 0800 and 1000 hours. On the Moscow-Kiev Railroad System, three additional trains have been assigned, and for the remaining routes, two trains each.

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Departures from Moscow after the conclusion of the workday have also been increased. At the Moskva-Yaroslavskaya Station in Moscow, for example, from 1800 to 2100 hours an additional train will leave every hour.

In addition to this, the number of cars per train has been increased. On electric trains of the Kursk route, an additional car per train has been assigned.

In order to operate these additional trains, the Ministry of Railways has found it necessary to change the arrival time of long-distance trains and to regulate the shipping of freight in the Moscow area. For example, the passenger train which formerly arrived in Moscow from Stalingorsk at 0816 hours will now arrive at 0846 hours.

For the convenience of the passengers, the runs of suburban trains have been lengthened on several lines. The train which formerly ran from Moscow to Reutovo now will run as far as Zheleznodorozhnaya Station.

On 31 August, workers from the administrations and divisions of the railroad systems visited all stations and stopping points in the suburban areas. Beginning at 0200 hours, 1 September, passengers were informed by radio broadcast concerning the changes in arrival and departure times of suburban trains.

At certain points, passenger movements will be studied until 5 September in the event that any further schedule changes will be needed.

Moscow, Gudok, 3 Sep 53

The first day of traffic under the new Moscow suburban train schedule shows that certain individuals are not fulfilling their duties.

On the Moscow-Ryazan' Railroad System, a change in the arrival times of several long-distance trains was provided for in the new traffic graph, thus permitting the operation of additional suburban trains in the morning and evening hours. But even though it would have been a simple matter, the passengers were not immediately informed of this. All suburban trains of this system have radio receiving and broadcasting units but not one of these made an announcement concerning the schedule change.

On the October Railroad System, several trains approached the passenger-loading platforms with six cars instead of the nine called for by the change. Because of this, train number 217 running from Kryukovo to Moscow was overcrowded.

On the Savelovo Division of the Northern Railroad System, on the Moscow-Smolensk Division of the Kalinin Railroad System, and in the sector from Moscow to Zheleznodorozhnaya enroute to Gor'kiy, additional trains have yet to be introduced. This leads to the overcrowding of almost all trains operating during the morning and evening rush hours.

The use of additional trains will not always solve the problem if their stops are not well regulated. Thus, on the Northern Railroad System, train number 153 running from Shchelkovo to Moscow was overcrowded with passengers at the platform of Los'. This would not have happened if the preceding train had stopped there.

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Moscow, Gudok, 5 Sep 53

The first days of September have shown that, although most of the Moscow divisions are carrying out the changes in suburban train traffic initiated 1 September, much still remains to be done.

On the October Railroad System, after changing the arrival time of one long-distance train, an additional suburban train from Kryukovo to Moscow was introduced in the morning hours. New trains being introduced will arrive between 0800 and 0900 hours at the Moskva-Kiyevskaya and Moskva-Butyrskaya stations. On the Moscow-Ryazan' Railroad System, one of the suburban trains will now stop at Veshnyaki and commuters boarding there will arrive in Moscow at 0832 hours.

At the Moskva-Yaroslavskaya Station, three additional ticket windows have been opened during the evenings for commuters returning to the suburbs. This has eliminated the difficulty in departing from the city. However, during the morning hours when trains are arriving at this station almost simultaneously, the flood of incoming passengers creates a disordered and confused situation in the station. The construction of special passenger exit tunnels is definitely needed.

At 0753 hours, the electric train from Bykovo arrives in Udel'naya. Although this is the first stop, there are almost no seats left on the train. After two more stations, there is no standing room on the train. Many people are even forced to stand on the platforms between cars. By the time the train reaches Moscow, the chief conductor estimates that it is carrying 400 people above the norm. Trains No 117, 413, 217, and 119 arriving at Moskva-Kazanskaya Station from 0810 to 0840 are also overcrowded.

On the Moscow-Ryazan' Railroad System between Moscow and Ramenskoye, the introduction of additional trains has changed the situation little. The additional morning train arrives in Moscow at 0914 hours, that is, after the start of the workday in most of the institutions of the city. The evening train leaves at 1810 hours and those finishing work at 1800 hours do not have time to catch it.

NEW SCHEDULES FOR SUBURBAN TRAINS OF RIGA -- Riga, Sovetskaya Latvija, 3 Sep 53

The Passenger Service Department of the Baltic Railroad System has adopted a number of changes for the improvement of suburban train traffic in conformity with the decree of the Council of Ministers USSR concerning the change in the workday in the ministries, departments, and other Soviet institutions. Along with this, the number of suburban trains has been increased and the hours of arrival and departure have been changed.

Trains No 359 and 361 running from Riga to Vzmor'ye will leave from 30 to 50 minutes after the conclusion of the workday in the institutions. The new schedule has already been put into operation. Trains No 316 and 318 arriving from Kemeri to Riga in the morning hours will now be composed of nine instead of six cars each. The traffic schedule of suburban trains has been changed in several other sections. Trains from Yelgava and from the station of Tsarnikava will arrive in Riga a half hour prior to the beginning of the workday in the ministries and departments. From the station of Valmera, two trains will arrive in the morning instead of one, as was the case before the change.

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COMPLETION OF MOINTY-CHU RAILROAD LINE -- Moscow, Izvestiya, 27 Oct 53

Yesterday [25 October 1953], the celebrated opening of the Mointy-Chu railroad line took place. The new railroad line is one of the most important constructions of the Kazakh SSR. Equipped with modern machinery, the constructors completed more than 9 million cubic meters of earth moving and laid hundreds of kilometers of rails and crossties. Two hundred seventeen structures, 14 passenger stations, and several engine terminals were constructed.

The first above-norm-weight train, with Karaganda coal for the industrial enterprises of the city of Alma-Ata, has passed over the new line. The kolkhos workers of Dzhambul'skaya Oblast have sent to the Karaganda miners many shipments of grapes, watermelons, apples, and pears for the October holidays.

Passenger service will begin at the earliest possible date.

Yesterday at the station of Chinak, a meeting was held by the constructors of the line. At the meeting, Shayakhmetov, secretary of the Central Committee of the Communist Party of Kazakh SSR, appeared and congratulated the workers on the successful completion of the line.

CONSTRUCTION ON THE CHARDZHOU-KUNGRAD LINE -- Moscow, Komsomol'skaya Pravda, 29 Aug 53

The Chardzhou-Kungrad railroad line has reached the station of Khatey. At this station, a new passenger station building, railroad service buildings, and warehouses have been erected.

Now the laying of the track to Shumanay has been started. The construction of the earth embankment is being completed to Kungrad. During the past 3 months, the machines have moved more than a half million cubic meters of earth.

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